

TOW LINE



Summer 1971

ABriefly

ON THE COVER—

ATLANTIC CONTAINER LINE, LTD.'s second generation roll-on/roll-off containership *Atlantic Causeway* is passing under the Bayonne Bridge on her way to Elizabeth-Port Authority Marine Terminal, New Jersey in this colorful capture by the brush of TOW LINE artist, Albert Brenet.

ACL's ten great transatlantic containerships serve 12 European and North American East Coast ports on a three-ship-per-week schedule.

Under ACL's new electronic documentation system, manufacturing machinery, wheeled vehicles, agricultural and construction equipment, heavy lift and oversize cargoes as well as standard containers may be carried under a simple data freight receipt.

This is a non-negotiable receipt issued in lieu of a straight ocean bill of lading to eliminate delays in documentation.

(Suitable for framing, reprints of Brenet's painting of the *Atlantic Causeway* are available. Write to Atlantic Container Line, Ltd., Sales Administration Dept., 80 Pine Street, New York 10005.)



IN THIS ISSUE

On the Cover	2
NYPD Harbor Patrol Unit	4
Ships in the News	6
Jamaica Bay Wildlife Refuge	8
Tows in the News	12
Library of the Seas	14
E. F. Moran, Jr.	16
Recommended Reading	17
Ashore & Afloat	18

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N. Y. P. D. Harbor Patrol Unit

TOW LINE

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NEW YORK'S FINEST HARBOR PATROL UNIT

“**W**HERE ARE THE FISH?”, asks a lone sport fisherman in a small boat anchored in Jamaica Bay.

“Try inside that buoy on Broad Channel”, answers the officer from the Harbor Police launch, “but first, may I see your registration and life preserver?”

The green and white launch with black trim draws alongside as the officers of the Harbor Patrol Unit make another inspection. Hundreds of inspections of pleasure craft are made each boating season for the protection of life and property.

This special arm of the New York Police Department “pounds a beat” from Yonkers on the Hudson River to two miles at sea off Coney Island, from the City Line in Long Island Sound to the far reaches of Staten Island.

There are ten marine posts strategically located to cover the 576 miles of the Greater New York waterfront.

Post 1: the inner area of Jamaica Bay east of the Canarsie Pier to the waterside of the John F. Kennedy International Airport.

Post 2: the Jamaica Bay area from East Rockaway Inlet to Nortons Point at the tip of Coney Island and extending two miles into the Atlantic Ocean off the Rockaways.

Post 3: the Lower New York Bay from Fort Wadsworth to Nortons Point and around Staten Island to St. George.

Post 4 & 5 (Combined): the Lower New York Bay from Nortons Point through the Narrows and Upper New York Bay to Manhattan, including the East River to the Williamsburg Bridge.

Post 6: the East River and the Harlem River from the Williamsburg Bridge to Spuyten Duyvil on the Hudson.

Post 7: the East River from Hell Gate Bridge to the Throgs Neck Bridge.

Post 8: from the Throgs Neck Bridge into Long Island Sound to the City Line.

Post 9 & 10 (Combined): the North River (Hudson River) from Pier A, foot of Manhattan to Yonkers. On

“It makes it a dangerous area, especially for children. The bay is adventurous to them but they fall through the ice or become stranded on one of the many sand bars or islands.”

Rescues are made by the use of aluminum boats which may be pushed across the ice or by police helicopters called in by radio.

We head through Beach Channel as a flight of glossy ibises skirt Little Egg Marsh, returning to their nesting area in the Jamaica Bay Wildlife Sanctuary.

The Command Post

Sergeant Howard Smith, who grew up on City Island in the Bronx and joined the “men in blue” in 1953, is the Harbor Patrol Unit's Training Officer and our guide on this tour. His instructional duties carry him to all the marine posts but his base is on Randalls Island.

Nestled under the Manhattan approach to the Triborough Bridge, between the East River and the Harlem River, the Harbor Patrol Unit's administrative center is in a building originally erected as a City Park cafeteria. It is reached by a footpath now

the New Jersey shore to the low water mark from the George Washington Bridge to Constable Hook.

We were making a tour of Post 1.

A Day in May

“Jamaica Bay partially freezes over in the winter”, remarks Sergeant Smith as we note the pleasant, balmy weather on this particular day in May.



used as a driveway by squad cars.

A corner of this cavernous building serves as desk space for the Commanding Officer and his Lieutenants.

Captain John P. Lowe joined the 88th Precinct of the New York Police Department in 1949 and became the Commanding Officer of the Harbor Patrol Unit in 1964. His group of specialized police officers includes three Lieutenants, 16 Sergeants and 192 Officers.

The Patrol Boats

Motor launch *Patrolman James Freely* (the launches are named after police officers who have died in the line of duty) is one of seven 52-foot motor launches and four 25-foot fibre glass boats presently patrolling Greater New York's 146 square miles of water.

Including three motor launches held in reserve, most of the Harbor Patrol fleet are wooden-hulled vessels, old and soon to be replaced.

Five new 52-footers are scheduled to augment the busy craft in 1971. Platforms built over the transoms and boarding ladders incorporated into the hulls for the convenience of divers and electric heaters instead of coal stoves will allow the new boats to render better service. Radar, two ra-

dios and a depth-finder are standard equipment.

Aboard the *Patrolman James Freely* Sergeant Smith shows us a pair of 7 x 50 binoculars.

"These binoculars are our most valued aid in keeping watch on the water and shoreline. They are excellent at night, too, but if it's too dark to see we use our radar.

"We can pick out a moving row-boat or dinghy in a crowded boat basin or mooring area", he adds.

On special assignments launches carry "low light" television, infra-red lights or a bank of flood lights to see at night. An underwater television camera is used to spot objects to a depth of 200 feet below the surface of the water.

A squad of scuba divers, a sergeant and eight patrolmen, are on call to retrieve objects lost, stolen, secreted or immersed following an accident.

Called the Underwater Recovery Unit, these men work to depths of 100 feet in the bays and tributaries of Greater New York, at times for long, cold hours in the wake of major disasters.

From the recovery of bodies in plane crashes, ship collisions, boat or other vehicle sinkings to the finding of a single revolver in the swift currents of the East River, these men have become experts.

Radio "Central"

"In major emergencies and in our day-to-day patrol work, we have an excellent relationship with the Coast

Guard", Sergeant Smith reveals as he calls the police launch *Patrolman Henry Walburger* by radio.

The *Walburger* covers adjoining Post No. 2 and her Pilot-in-Charge is asked to rendezvous with us, if possible, in Big Channel near Floyd Bennett Field.

All police launches carry radio channels 16 (156.80 MHz) and 17 (156.85 MHz) which are the "Safety & Calling" and the "State Law Enforcement" wavelengths. Two working frequencies are also carried for extended conversations.

"During summer months our most frequent call is to locate overdue pleasure craft when someone at home gets worried around dinnertime", Sergeant Smith smiles.

This type of call usually comes through "Central", the N.Y.P.D. headquarters at 240 Centre Street, Manhattan, or is relayed by one of the six other police radio stations scattered in New York's five boroughs.

In the more serious business of crime prevention and apprehension of violators of the law, the Harbor Patrol Unit's launches can be of invaluable assistance to the land-based patrolmen.

Through the police radio network, communication can be maintained between the launches, the police helicopters, the emergency trucks, the squad cars and motorcycle patrolman ashore. The launch can cover areas inaccessible to the foot patrolman and either spot the culprit or prevent his escape by water.

(Continued on page 16)

IN JAMAICA BAY—Police officer of the Harbor Patrol Unit of the New York Police Department checks one of hundreds of pleasure craft each boating season for safety equipment. Owners, for their own protection, are usually most willing to cooperate with a smile.



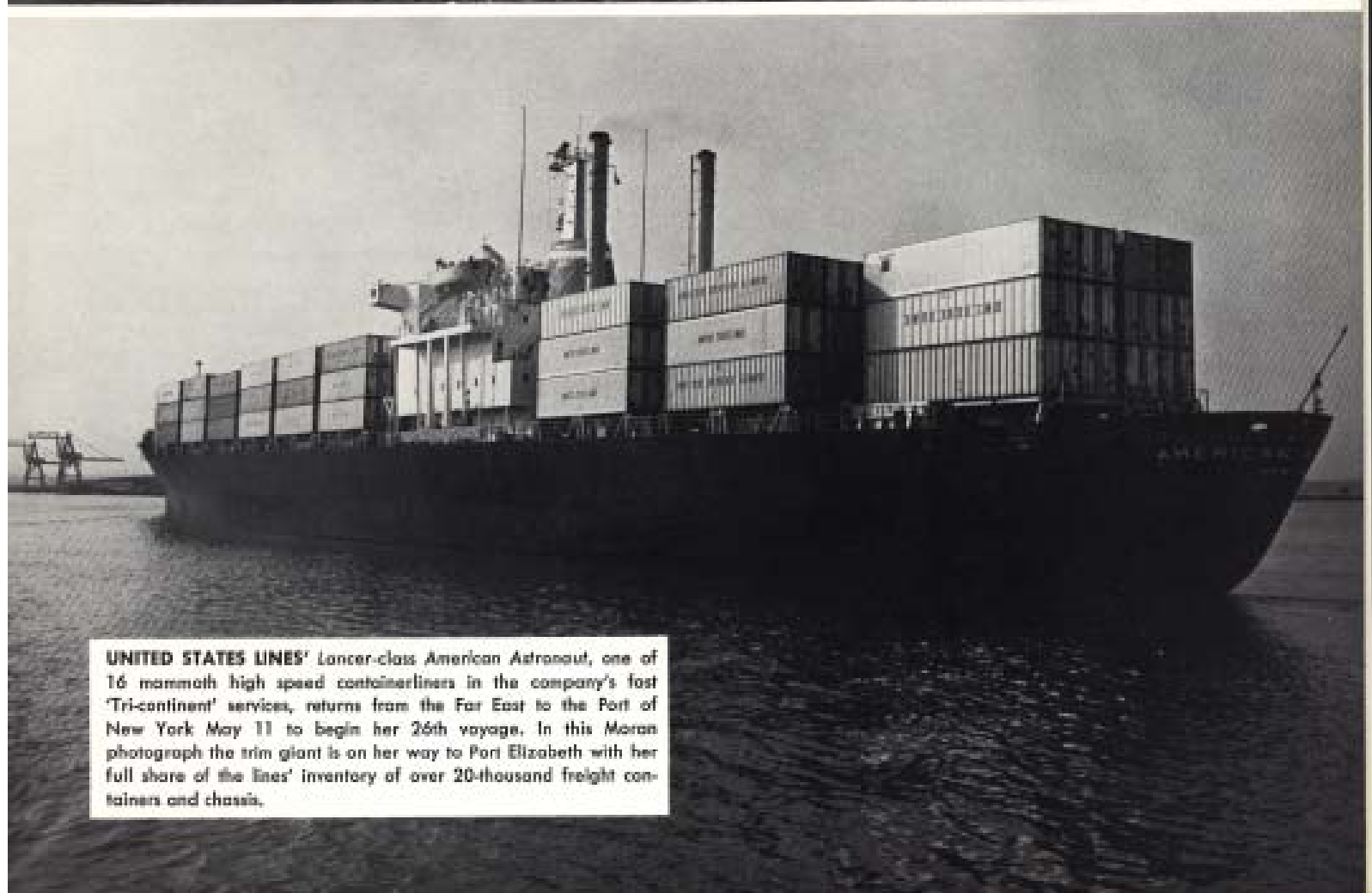
SHIPS in the NEWS



A NEW LUXURY CRUISE SHIP, christened *Sea Venture* by Her Royal Highness Crown Princess Sonja of Norway on May 14, was bid a warm and hearty welcome to New York May 27. Booked with expectant vacationers by her New York agents, Flagship Cruises, Inc. (21 West Street, New York), the beautiful luxury-class Norwegian ship began a series of twenty-five, seven-day cruises to Bermuda June 4. Built by Rhein Stahl Nordseewerke GmbH, Emden, West Germany, the sturdy vessel sporting the Viking Sea Hound on her blue funnel is owned by Norwegian Cruiseship A/S of Oslo, Norway.



KAWASAKI KISEN K. K. LINE'S new roll-on/roll-off car carrier, *Toyota Maru No. 15*, discharged 2,515 Toyotas at Berth 53, Port Elizabeth, New Jersey on her maiden voyage in May. "The largest single shipment of Toyotas entering the United States", according to the line's New York agents—Kerr Steamship Co., Inc.



UNITED STATES LINES' Lancer-class *American Astronaut*, one of 16 mammoth high speed containerliners in the company's fast 'Tri-continent' services, returns from the Far East to the Port of New York May 11 to begin her 26th voyage. In this Moran photograph the trim giant is on her way to Port Elizabeth with her full share of the lines' inventory of over 20-thousand freight containers and chassis.

JAMAICA BAY WILDLIFE REFUGE

*The fault is great in man or woman
Who steals a goose from off a common;
But what can plead that man's excuse
Who steals a common from a goose?
19th Century English Writer*

ON A CLEAR DAY standing on the gravel footpath girdling West Pond, we could see the lofty twin towers of the World Trade Center eleven and one half miles northeast as the crow flies.

During our two-mile stroll around the pond, nearly in the center of the Jamaica Bay Wild Life Refuge, we observed no crows but did distinguish sixteen different species of winged wild creatures waxing well in their small wilderness on this windy, chilly April morning.

This unique haven lies between Shore Parkway and the Rockaway peninsula, bisected by the county line between Brooklyn and Queens, well within the city limits. In area it nearly equals Manhattan Island and, by nature, is a marshland with numerous small islands and sandy unland. But for a privately owned settlement on Broad Channel Island, it is a 9,151 acre New York City park.

Atlantic Flyway

Feathered travelers, flying the great Atlantic Flyway, find Jamaica Bay directly in their path and glide in to forage and to rest. Some stay to nest. Since man's abuse of the area has been somewhat curtailed by the establishment of the park in 1953, the count of its winged visitors and permanent guests has risen to 310 species. These have been authenticated by reliable birders and by the man responsible for their well-being, Herbert Johnson.

Herbert Johnson is a horticulturist, a New York City Parks Department employee and a modest, quiet and dedicated man. He was transferred from a soil-testing Parks Department laboratory in the Bronx eighteen years ago to what was then a vast wasteland replete with debris, litter and pollution-in-depth.

Flora First

Almost as his first step, and one of the very few times he has had the assistance of more than his two helpers, Mr. Johnson planted marsh grass

to "tie down" the loose sand and provide some cover for wildlife.

"We brought beach grass from Canarsie and, adapting a cabbage planter", Herb recalled, "planted enough of it to reach in a single row from here to Boston."

The austereness of Parks Department funds forced Herb Johnson and his assistants to be resourceful and at times ingenious in producing the flora necessary to fulfill the needs of wildlife: their food, their shelter and their safety. At present, the variety of tree, shrub, herb and grass, fondly planted, challenges in number the species of wildlife it sustains.

Autumn olive trees with their pink berries feed over forty species of birds while winter finches with their specialized bills come later to pick the cone seeds from the Japanese black pine. Red cedar is both nesting and food tree for cedar waxwings.

Warblers, swallows and quail delight in the *rosa rugosa*, whose bloom



brightens the landscape, and find to their liking the waxy berries of bayberry and black and red chokeberry. Tall phragmites and the aquatic plants seeded and multiplied on the bottoms of the fresh-water East and West ponds attract the water fowl.

The Birds Come

"A robin was a rare bird in this area", said Herb, thinking back, "until one nested in a hemlock we had planted the day before."

The birds were quick to respond to the efforts of the parkmen. Jamaica Bay, once shunned by almost all birds but the local, hardy gulls, now counts among its breeders black and ruddy duck, grebes, coot, gallinule, blue and green wing teal, shovellers, redhead and baldpate.

Black-crowned, yellow-crowned, great and little blue and green herons, an occasional Louisiana heron and more than a hundred pairs of snowy egrets, once nearly extinct, roost on the west side of West Pond.

The glossy ibis (family Threskiornithidae), whose ancestors, the sacred ibis, were venerated by ancient Egyptians, had rarely been sighted in New York until recent decades.

It is a strange-looking marsh bird with a long, decurved bill, long legs and is feathered iridescent brown in color. Since the first three pairs of ibis bred in the refuge in 1961, the number has grown to a hundred nesting pairs in 1970.

"A pelican once landed over there", said Herb, pointing, "and stayed for two weeks. We named the spot *Pelican Point*."

Birding (bird-watching) is most rewarding in the spring and fall when Canada geese, snow and blue geese and brant are most often seen. The latter species almost starved in the 1930's when a blight destroyed eel grass, their principal food.

Through most of the year the mockingbird may accompany your two-mile walk around West Pond and flights of gulls, taking a moment away from scavenging nearby, may flush a dazzling flurry of the snowy egrets from Black Bank Marsh.

Present Perils

The visible and audible returns for the efforts of the parkmen are there,



but the battle for the protection of the ecology has been uphill.

"The expansion of the John F. Kennedy International Airport into the park area has been stopped, we believe," allowed Herb, "but now a greater hazard looms on the horizon."

(Governor Nelson Rockefeller of New York is at present seeking to expand Stewart Airport near Newburgh, N. Y. to 10,000 acres. If these plans turn into action, it would seem further expansion of the Kennedy Airport would be unlikely.)

"The 'greater hazard', at least in the eyes of a birder, is the Depart-

ment of the Interior's plan to make Jamaica Bay, the western end of the Rockaways and Sandy Hook into a Gateway National Recreation Area.

The roar of the present jet planes seems not to disturb the birds, according to Herb Johnson, but a great influx in human traffic is another matter. It may be disastrous.

... "What would the world be, once bereft
Of wet and of wildness? Let them be left,
O let them be left, wildness and wet;
Long live the weeds and the wilderness yet."⁸


⁸ From the Poems of Gerard Manley Hopkins (Fourth Edition). Published by Oxford University Press.





WEST POND in the New York City Parks Department's Jamaica Bay Wildlife Refuge is shown here with its circumambient paths for birders armed with binoculars. Manhattan and its twin World Trade Center towers are faintly discernible in the upper left center of this northwesterly-oriented photograph. Cross Bay Boulevard and the public entrance to the refuge is in the left foreground.

TOWS in the NEWS

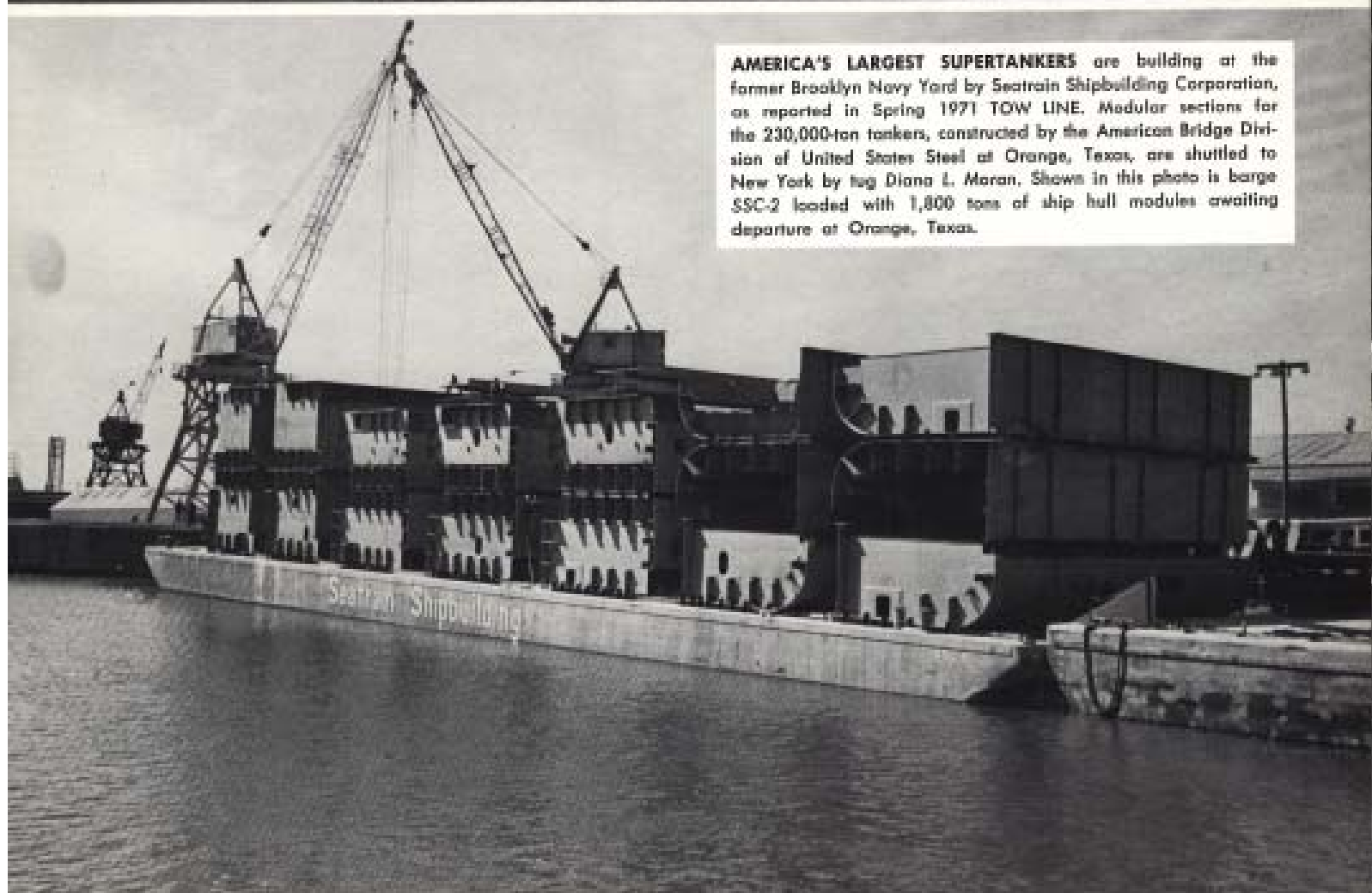


LIKENED TO AN ICEBERG with little showing above the waterline by William J. Ronan, Chairman, Metropolitan Transportation Authority, the first vital link for the new 63rd Street subway and Long Island Railroad tunnel under the East River was accorded a New York harbor salute May 18. The 16,000-ton, 375-foot long, concrete and steel section was towed from Norfolk, Virginia by tug Elizabeth Moran. Attending welcoming ceremonies aboard Circle Line XII (Photo, below) to Chairman Ronan's right are Constantine Sidamon-Eristoff, Transportation Administrator, City of New York; John De Boas, First Deputy Administrator; (unidentified); John S. Bull, President, Moran Towing & Transportation Co., Inc.; Thomas E. Moran, President, Moran Towing Corporation and Francis J. Barry, President, Circle Line.





MORE POWER TO NEW YORK—From Newport News, Virginia four floating power plants, capable of generating 624,000 kilowatts, have been delivered by Moran tugs to Consolidated Edison Company's Brooklyn facilities at 27th Street. Shown here is Gowanus I, the first unit, in tow of tug Patricia Moran. John H. McMullen Associates, Inc. of New York designed the barges which were built to American Bureau of Shipping standards in Sorel, Quebec for the General Electric Company. The power plants are expected to ease the strain of New York's power drain during summer months.



AMERICA'S LARGEST SUPERTANKERS are building at the former Brooklyn Navy Yard by Seatrain Shipbuilding Corporation, as reported in Spring 1971 TOW LINE. Modular sections for the 230,000-ton tankers, constructed by the American Bridge Division of United States Steel at Orange, Texas, are shuttled to New York by tug Diana L. Moran. Shown in this photo is barge SSC-2 loaded with 1,800 tons of ship hull modules awaiting departure at Orange, Texas.

Golden Anniversary Library of the Seas

WHEREVER AN AMERICAN-FLAG SHIP sails, an adequate and select library, placed aboard by the American Merchant Marine Library Association, usually goes with her to enrich the seamen's leisure hours in study or in relaxation.

TOW LINE salutes the AMMLA, its distinguished officers, trustees and advisors, and Mr. Charles Francis, the Association's executive secretary and his small but dedicated staff on their library's Golden Anniversary May 27, 1971.

The AMMLA was organized by Mrs. Alice S. Howard, former head of the U. S. Shipping Board's Social Services, who continued the work of the American Library Association which ceased after the termination of World War I in 1920.

Mrs. George Emlen Roosevelt is the present Chairman of the Library's Board of Trustees.

Chartered by the New York State Board of Regents in 1921, the Association maintains special sea-going li-

braries and shoreside collections with reading rooms for seamen under the American flag. In the past half-century more than 16.6-million books and many more magazines have been circulated to ships of the American Merchant Marine, the US Coast Guard, the Coast and Geodetic Sur-

vey, the National Shipping Authority, the Military Sealift Command and the Army Corps of Engineers.

At its national headquarters in the Customs House at 1 Bowling Green, New York City, a special nautical research and reference section of more than 22,000 catalogued titles, the William P. Bollman Collection, has been established in honor of the late executive secretary of the AMML.

Port offices in 15 U. S. cities were maintained by the Association at the height of its activities for the collection and distribution of books to all three coasts and the Great Lakes. This number has dwindled in recent years, a barometer of sorts measuring the cutback in American-flag ships. Today there are a precious six port offices, including its national headquarters.

From coast to coast the AMMLA's port offices include: 3415 East Marginal St., Seattle, Wash. 98134; Ferry Building, Pier 1, San Francisco, Calif. 94111; Old Weather Building, Sault



Ste. Marie, Mich. 49783; 408 Atlantic Ave., Boston, Mass. 02110 and Pauline Street Wharf, New Orleans, La. 70130.

Lifeline is Goodwill

Lifeline of the American Merchant Marine Library Association is the good will of its many contributors of books, magazines and financial help.

Library material is received at all AMML port offices the year around from book clubs, publishers, institutions, libraries and the public. The third week in May is proclaimed "Merchant Marine Book Week" to encourage the general public's participation.

This year a "Literary Lifeboat Launch" at Rockefeller Center in New York started the Association's 27th Annual Spring Book Drive with a lifeboat loaned by its manufacturer as depository for gift reading matter. In San Francisco a similar drive was opened under the slogan "Send Your Idle Books to Sea".

The American shipping industry, labor organizations, institutions and associations, local fund drives and the seamen themselves are the principal financial supporters of the AMMLA. The seamen, in appreciation of the Library's service, contributed almost a quarter of the 1970 budget.

As it was 50 years ago, seamen today still find it almost impossible to borrow books from public libraries because of the nature of their work. They still look to the American Merchant Marine Library Association for good books.



APRIL 16, 1921—Miss Mary Channing Water (photo, left), secretary of the Philadelphia branch of the American Merchant Marine Library Association and pilot Walter Shaffer, dressed in the flying togs of the day, prepare to drop leaflets over Philadelphia announcing the merchant marine book drive. Mrs. Franklin D. Roosevelt (photo, upper right) is donating a copy of President Roosevelt's book, "On Our Way" to Mrs. Henry Howard, President of the AMMLA, May 8, 1934. Junior League Girls of Brookline, Massachusetts (photo, center) aid in an early book drive and New York Mayor James J. Walker (photo, lower right) gets the 1930 AMMLA book drive under way from City Hall.



Harbor Unit . . .

(Continued from page 3)

Own Repair Shop

"A routine pursuit of a speeding boat can sometimes turn into a near disaster", our guide tells us over the roar of a passing outboarder.

"Off Sheepshead last summer a high-powered craft we were after tried to evade us by cutting across our bow. The speeder misjudged, crashed into the side of our launch and we fished the occupants out of the water."

The Harbor Patrol police launches are sturdy vessels; no damage was done. But the collision could have sent her limping to the Unit's own drydock and repair yard on Randalls Island.

In the shadow of the Triborough Bridge at the edge of the Harlem River Sergeant John Nizich and his squad of expert machinists and boatmen keep the Harbor Patrol Unit's fleet in good repair.

On passing Ruffle Bar, where the Harbor Patrol had rescued an abandoned dog recently, we sight the Patrolman Henry Walburger approaching from Rockaway Inlet.

"I've come to disarm you", calls Sergeant Smith. "Hand over your weapons kit".

Our guide explains that the Remington .223 caliber rifle with a three-to-nine power telescopic sight was due for a periodic "sighting-in", a job he would do ashore.

Also in the oblong case was a 12-gauge shotgun.

Scudding through the bright waters of Jamaica Bay under a brilliant sky, it is difficult to imagine violence or the dangers faced by the men of the Harbor Patrol Unit.

They probably do more "good turns" daily than any men on the waterfront and save many lives. But when crime reaches the water they are on the firing line.

We stop to check on a missing boat in Shellbank Basin. Then, in to tie up behind the Fire Station on the water-side of 159th Avenue at Howard Beach.



Eugene F. Moran, Jr.

EUGENE F. MORAN, JR., an Officer and a Director of the Moran Towing Corporation, died April 5, 1971 at the Southside Hospital near his home in Bayshore, Long Island, after a long illness.

Tugs of the Moran fleet flew their flags at half-mast in his memory and scores of family and friends mourned his passing as both a personal loss and as a loss to New York's maritime industry.

Junior, as he was affectionately known both to his family and to his friends, was a grandson of the founder of the Moran company.

Mr. Moran was born in Brooklyn, N. Y. September 1, 1902, attended Brooklyn schools and graduated from Lehigh University of Bethlehem, Pa. with degrees in Marine Engineering and Naval Architecture in 1925.

He began work in the Engineering Research and the Construction & Repair departments of Moran Towing in December 1925. At that time the company operated an extensive fleet of non self-propelled equipment (deck scows, barges, lighters and dump scows) which Mr. Moran eventually managed.

In 1937 Mr. Moran was elected Vice President of the Moran Towing Corporation and in 1954 carried out the construction of the company's disposal board for dump scows in the East River at 35th Street and supervised its operation and management.

Possessed of a friendly and gregarious personality, Mr. Moran received many honors. He was a Past President of the Friendly Sons of St. Patrick, a member of the Knights of Malta, the Cardinal's Committee of the Laity, the Society of Naval Architects and Marine Engineers, the Knights of Columbus and The Moles, an association of men engaged in heavy construction. He was Vice President and Director of the Brooklyn Chamber of Commerce and also a Director of the Harbor Carriers of the Port of New York.

Eugene F. Moran, Jr., retired from the family company in 1967 but remained on its Board of Directors until 1970 when his son, Eugene F. Moran III was elected in his stead.

Surviving Mr. Moran are his wife, Marie, the former Marie Josephine Staudt; five children, Eugene F. III, Marie Ann, Michael, Christine and Peter; his brother, Joseph H. Moran II and three sisters: Mrs. Helen M. Warren, Mrs. Eugenia M. Dwyer and Mrs. Claire A. Epp.

RECOMMENDED READING

TOUCHING THE ADVENTURES & PERILS . . . the American Hull Insurance Syndicate 1920-1970 by C. Bradford Mitchell with the collaboration of Robert R. Dwelly. Published by American Hull Insurance Syndicate, New York, 1970. Price: \$5.00 (Only sold through the South Street Seaport Museum, 16 Fulton St., New York 10038 and the Steamship Historical Society of America, Inc., 414 Pelton Ave., Staten Island, N. Y. 10310.)

C BRADFORD MITCHELL, a leading steamship historian, has taken a behind-the-scenes look at a facet of American shipping little known to most laymen as an important factor in its revival after World War I—encouragement of American ownership of shipping through the protection of an American underwriters group. The American Hull Insurance Syndicate celebrates its semi-centennial in this 220-page volume, accurately and painstakingly gleaned from a prodigious amount of the syndicate's record. The far-reaching decisions of three generations of foresighted men of the syndicate, their successes and setbacks are detailed throughout the book, placing the reader at the elbow of the policy makers. The drama of great risks and the unfortunate victims of disaster at sea, the *Morro Castle*, *President Hoover*, *Andrea Doria* and *Torrey Canyon*, unfold in the cool figures of the actuary. A masterful and definitive work, the volume is more than amply illustrated with photographs of insured vessels from the author's collection and others. "Touching the Adventures & Perils . . ." fills a void for many who would have a better understanding of the world of ships.

THE LEXINGTON GOES DOWN—The Last Seven Hours of A Fighting Lady by A. A. Hoehling. Published by Prentice-Hall, Inc., Englewood Cliffs, New Jersey, 1971. Price: \$6.95.

TORPEDOS AND AERIAL BOMBS from a hundred enemy aircraft streak toward you in this vivid account of the fighting aircraft carrier *Lexington's* last hours of battle and victorious sacrifice in the Coral Sea of World War II. On May 7, 1942 the *Lexington* sank the first Japanese carrier (the *Shoho*) in the war. Bent on revenge, the enemy unleashed a furious attack the following day which the *Lexington* survived, only to succumb hours later to an uncontrollable fire. Like shrapnel, the actions, reactions and thoughts of the men aboard the *Lexington* and other vessels in the fleet are set down in narrative based on first hand interviews and correspondence with survivors of the battle. Author A. A. Hoehling, former newspaperman and present book editor of *Army Times* Publishing Company, has added an-

other fine book to his growing list of action tales.

OCEAN LIFE—A Pocket Encyclopedia in Color by Norman B. Marshall, Illustrated by Olga Marshall. Published by The Macmillan Company, New York, 1971. Price: \$4.95.

WHILE NOT EXACTLY POCKET SIZE but certainly portable, this attractive handbook is a concise study of the nature of the ocean and of marine plant and animal life from coastal to deep-sea waters. A more comprehensive handbook would be hard to imagine. After a succinct chapter drawing broad parallels between life forms on land and sea and a chapter surveying briefly the development of marine science, Dr. Marshall gets on with the business of the sea itself and of the main species of plant and animal life the sea supports. Each specie is described biologically. We learn its functions, its characteristics, its precise habitat in the ocean world, its prey and, in turn, who preys upon it. Throughout the book one is struck again and again by the marvelous pattern of life and order and infinite beauty only now beginning to unfold before the probing eye of marine exploration. The language is scientific but can easily be read without prerequisites and is, in fact, suggested as an introduction to marine biology for beginning students. A full third of the book is given to superb full-color drawings by Olga Marshall, the author's wife, of specimens from the major classifications of marine life. Several pages are devoted to white on black illustrations having the effect of x-rays or photographic negatives of the delicate internal structure and stages in the life cycle of, for example, the common jellyfish or the pelagic tunicates. The text is followed by a cast of characters and their credits—a short descriptive paragraph on each specie, discussed more fully in the preceding section. Dr. Marshall, too, has not forgotten his list of references, further suggested reading, and a comprehensive index. Since the ocean covers seventenths of the globe, it behooves us to learn something about it and delight in an acquaintance with the myriad forms life has taken on this planet. Besides, one may be fishing off the deep some day and reel in a strange and wriggling creature whose name it would be nice to know.

THE THAMES SAILING BARGE—Her Gear and Rigging by Dennis J. Davis. Published by David & Charles Limited, South Devon House, Newton Abbot, Devon, England and International Marine Publishing Company, Camden, Maine, 1970. Price: \$10.00.

AS PICTURESQUE A UTILITARIAN SAILING CRAFT as one would be likely to discover today the Thames sailing barge will capture your interest, be you an avid model maker or follower of sail. These English coastal trading vessels have faded into recent history; only the *Cambria* still plies under sail and a few contemporaries trade as motor-barges. Author Davis shows

us the sturdy fully-rigged spritsail barge in all her detail in word and photograph in forty-two terse pages. A brief history is included as well as a very necessary glossary. The descriptions of the gear and rigging of the Thames sailing barge make this brief an excellent reference in the study of sail.

DISASTER LOG OF SHIPS by Jim Gibbs. Published by Superior Publishing Company, 708 Sixth Avenue, North, Seattle, Washington 98109. Price: \$12.95.

A "PICTORIAL ACCOUNT of shipwrecks, California to Alaska" is how this very interesting book is billed. And it is just that and then some. As advertised, it is full of photos of stranded, sunken, and burning ships of all types and sizes. But it also narrates some really thrilling tales of heroism and rescue, and tells of the salvor's business. All who have ever sailed the western coast of North America (and South America, too, for that matter) know how inhospitable is the shore. As the flippant Navy saying goes, "A grounding is a grand way to spoil an afternoon". The rocky coast of California, Oregon, Washington, British Columbia, and Alaska is no place to do it. This coastline, the fog, and the powerful Pacific swells make salvage and rescue in the Pacific an entirely different ball game than on the Atlantic coast. Most ships that go ashore in the west break up, and it is for this reason that there has never been a major salvage business operation there. Nonetheless, those who, like Fred Devine and his famous *SALVAGE CHIEF*, have plied the salvor's trade, have performed some amazing feats. It is a fitting tribute that this book mentions Devine's work from Acapulco to Alaska, as the famous salvor from Astoria, Oregon, died in May of this year. The book tells and shows how the West Coast treats both the wee and the mighty: trawlers and fishermen on the rocks, and the Navy's troubles too. Many will remember the incident on 9 September, 1923, when a squadron of seven four-pipe destroyers followed the leader onto the rocks at Point Honda, 75 miles north of Santa Barbara on the California coast; or the even more disastrous story of the *USS MILWAUKEE*, which grounded on Samoa Beach, California, in 1916, and was lost. The 10,000 ton cruiser was attempting to salvage the small submarine H-3 which had earlier run aground and was high and dry in the sand. The H-3 was later salvaged by digging a trench and hauling her on rollers across the beach and launching her in the sound to shoreward. And then there are photos and stories of square riggers which ran up on the rocks, full sail set; and all manner of freighters and liners and barges and the inevitable schemes to raise sunken ships with their treasures — of Alaskan gold. Author Gibbs has for the past several years been editor of the West Coast magazine, *MARINE DIGEST*, and during WW II had both shore and sea duty with the U. S. Coast Guard, terminating his duties as lighthouse keeper at the Tillamook Rock Light Station off the Oregon coast.



MANY MORAN MEN have come up 'through the hawsepipe' to reach management positions in the highly complex business of tugboating. Over the years TOW LINE has reported the progress of ambitious men of the Moran fleet, their milestones and their aspirations.

Some Moran men, after gaining considerable experience in the many facets of the company's operations afloat, choose to channel their talents ashore. They go on to achieve success as managers and executives here in New York or in one of the outlying offices of Moran subsidiaries.

George E. Minton, Jr. chose to come ashore as a night dispatcher of tugs a decade ago, thus adding to a considerable log of practical experience in Morans' Operating Department. In three years' time he earned the more preferable 'day berth' as a dispatcher and by 1964 was among those responsible for planning the daily work program of the Moran harbor fleet.

On April 7, 1971 George was named Assistant Manager of Harbor Operations under Malcolm W. MacLeod, who also 'came up from the boats'.

In his new position as assistant to Mr. MacLeod, George is responsible for the operation of all tugs and barges, not only in New York harbor but in the New York State Barge Canal and in Long Island Sound as well.

George's career in tugboating began in 1952 as a Moran deckhand on offshore tugs. On the 'long tows' he found much to gain in observing the skill of such veteran ocean tug masters as Captain Rodney Jones and Captain Vine Chapman among others.

On the beautiful, scenic but exacting New York State Barge Canal, George's mentor was the incomparable Captain Frank Duffy.

In New York harbor there were many expert Moran tug masters and pilots who exposed George to their modus operandi, all to his benefit.

The last report in TOW LINE on George Minton was in 1964 when he

reached a milestone as a Moran tug dispatcher. At the time his children, Michael, Anne and Patricia were ages 10, 7 and 4. Michael now is preparing to enroll as an engineering student in an eastern college.

George E. Minton, Jr. has come 'through the hawsepipe' a long way. TOW LINE stands by for further reports on George and other talented men on the move.



George E. Minton, Jr.

WORLD TRADE CENTER ITEM—The venerable James W. Elwell & Co., Inc. celebrated their 150th Anniversary in March in their new quarters at No. 1 World Trade Center, Room 1557. Congratulations.

ANDRE MAURICE PAAL—"First Class Pilot of Freight and Towing, Steam and Motor Vessels of not over 500 gross tons" reads in part the brand new license earned by Andre Paal, dated: May 18, 1971. In order, were congratulations from Thomas E. Moran, President, Moran Towing Corporation (left) and Edward J. Batcheller, Manager, Personnel Department (right). Andre, born in Surinam (Dutch Guiana), was hired by Captain Leonard G. Goodwin, Vice President, Offshore Operations, in 1965. More than a decade earlier, Captain Goodwin, as Master of the famous ATA tug Joseph H. Moran II, was favorably impressed by the ambitious young man who assisted the Surinam River pilots. As a Moran-man, Andre Paal has worked as line-handler on coal barges and as deckhand on the Nancy Moran. He studied hard and has reached another milestone. It will be a successful voyage, we're sure.



MMARGARET CRAIG, Supervisor, Billing Department, was a recent recipient of Moran's 30-year Service Award. Mrs. Craig, who was the former Margaret Lawlor when she came to work for Moran as a biller on June 16, 1941, hails from the borough of Brooklyn where she graduated from St. Brendan's High School at Avenue O and East 13th Street in the late 1930's.

Margaret, who has mischievous blue-grey eyes and a flair for figures numerical, has made a career of billing and home-making. With her husband Vincent, who is traveling accountant for the George A. Fuller Construction Company, the Craigs will celebrate their Silver Wedding Anniversary on January 12 of next year.

Mrs. Craig's sister, Nora Lascari (nee Lawlor), is Supervisor, Machine Room with 28 years of Moran service.

Fred Morgana, Margaret Craig's assistant in the Billing Department, has completed his 27th year with Moran.

Your Editor, in consulting the first issue of TOW LINE (December 1947), comes up with two pertinent items of nostalgic nature:

"Miss Nora Lawlor (Payroll) was married at a formal wedding on October 19th at St. Thomas Aquinas church in Brooklyn. The bride was attired in white satin and carried white chrysanthemums. Mrs. Margaret Craig, the bride's sister, was maid of honor and was gowned in green velvet, carrying bronze chrysanthemums . . ."

"Fred Morgana (Billing) was married to Miss Dina Baldassari on the morning of November 22nd at Walpole, Massachusetts. . . . Freddie joined the Moran family in 1943 as office boy . . ."

FFRANK O. BRAYNARD, noted steamship historian, artist and former director of Moran public relations and editor of TOW LINE, has been named program director for the South Street Seaport Museum—16 Fulton Street, New York. Frank says "things couldn't be better" at the bustling old seaport on the East River and invites all TOW LINE readers to "give me a call" at 349-4310 or to "come join in our summer program of concerts, folk



30-YEAR MORAN SERVICE AWARD—John S. Bull, President of the Moran Towing & Transportation Company, presents the attractive Moran Service Pin—a Moran tug stock emblem mounted on a white and yellow gold setting with two emeralds and a diamond—to a pleased Margaret Craig marking her 30-year service to the company.



Frank O. Braynard

music and sea chanteys". Frank still invites information on the "grand, old *Leviathan*", his definitive work on the great ship which he hopes to publish in four volumes. He has finished eight chapters with forty-two more in prospect.

ITEM—A fine story in the current August issue of Readers Digest by Thomas Gallagher should not be missed by TOW LINE readers. It tells of Captain George Sahlberg, the valiant crew of tug *Julia C. Moran* and the holocaust following the collision of the *Texaco Massachusetts* and *Alva Cape* off Bergen Point, N. J., June 16, 1966. Twenty-three seamen were rescued by the crew of the *Julia C. Moran*. In all, seven tugs with 49 Moran-men aboard were instrumental in preventing a greater disaster. To mention a few, Deckhand Arthur Biagi, Jr. and Mate Tom Gibney climbed aboard the blistering deck of the gas-filled *Texaco Massachusetts* to lift her dragging anchor. Mate Inge Nordberg manually lifted two tug's towing lines to the tanker's bits and Captain Ole Ericksen ran to her bridge to steer the disabled ship away from the flaming *Alva Cape*. There were many valiant men, Moran-men and others, that day.

